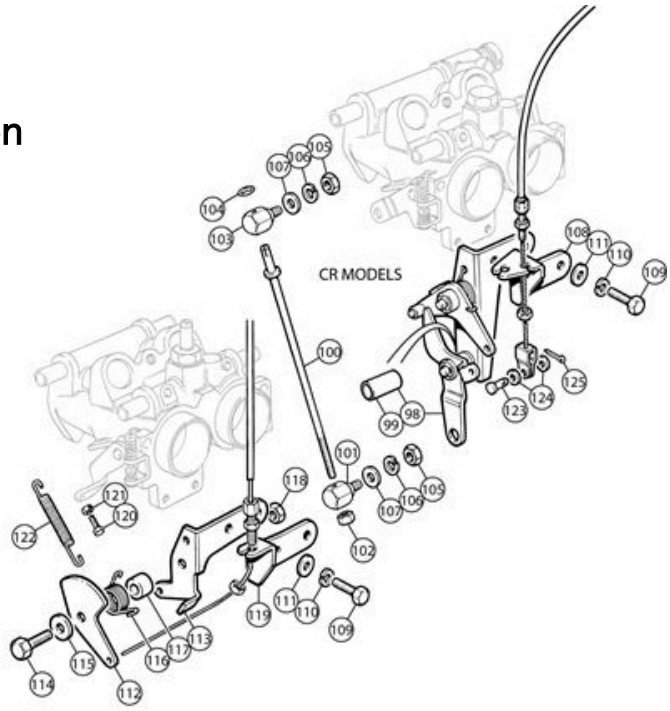
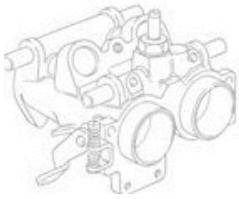
OE Spec Lucas PI Throttle Linkage Set

CR TR6 and Mk2 2.5 PI

Application and Fitment Information



These throttle linkages are manufactured to the same specification as those used on the Lucas Mk 2 petrol injection systems originally fitted to the CR series TR6 and Mk2 2.5 PI engine cars.



The linkages will not fit the PI systems fitted to earlier CP engined TR5/6 cars or Mk 1 2.5PI saloon cars, or cars that have been retro fitted PI systems from these cars.

These throttle linkages are made to the original specifications and will remove play due to wear on the rods and swivel posts. Each linkage has been trial fitted to an original throttle spindle and linkage to ensure a correct fit.

Over the years many cars have been fitted with replacement rose type spindles with fittings that bolt through the original holes in the linkage arms. This may have damaged or distorted the original holes. Original set ups may also have been machined and fitted with oversize bushes to remove play.

<u>When fitting you must ensure that the linkages fit and rotate freely in your throttle spindles and linkage arms. A tight fit is not acceptable as it may result in your throttles sticking in the open position. Engines should not be started or driven if the linkage assembly is tight.</u>

Fitting and balancing instructions are as the original manual. Feeler gauges or air flow meters can be used to balance the manifolds. In practice I have always found the most effective means is by comparing the colour of the spark plugs. If cylinders 3 & 4 are correct and 1 & 2 are lean, and 5 & 6 are rich, you need to adjust the spindles so that the butterflies in manifold 1& 2 open later and the butterflies in manifolds serving cylinders 5 & 6 open earlier.

Made for TRGB by
Fred Millturn Engineering
St Neots
Cambridgeshire
https://fredmillturnparts.com

** throttle linkage sets in the correct specification for TR5 and early CP TR6 cars are also available. As are stainless steel linkage sets.*